

# CIVIL AIR PATROL



## ORAL HISTORY INTERVIEW

Maj Elza Redman, CAP

CMDW 01.09-02

17 December 2009

**CIVIL AIR PATROL  
ORAL HISTORY PROGRAM**

Interview of

**Maj Elza Redman, CAP**

by

SM Colleen McCormick, CAP

Date: 17 December 2009

Location: Laurel, Maryland

Number: CMDW 01.09-02

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## **FOREWORD**

The following is the transcript of a digitally recorded oral history interview. Since only minor emendations have been made, the reader should consistently bear in mind that this is a transcript of the spoken rather than the written word. Additionally, no attempt to confirm the historical accuracy of the statements has been made. As a result, the transcript reflects the interviewee's personal recollections as remembered at the time of the interview.

Editorial notes and additions made by CAP historians, as well as any additions, deletions, and changes subsequently made to the transcript by the interviewee, are enclosed in brackets. Researchers may wish to listen to the actual interview recording prior to citing the transcript.



## **SUMMARY OF CONTENTS**

In this interview, Major Elza Redman discusses his career in the Civil Air Patrol, both as a cadet in the 1950s and as a senior member beginning in the late 1970s. In addition to information regarding his own experiences in CAP, the Air Force, and federal employment, Maj Redman shares his thought on the changes that have taken place within the CAP over the years—particularly in the cadets and seniors of Howard Composite Squadron. He also comments on the role of Emergency Services, and the involvement of his children and grandchildren in the Civil Air Patrol.

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## CAP ORAL HISTORY INTERVIEW

Number: CMDW 01.09-02  
Interviewee: Major Elza Redman, CAP  
Date: 17 December 2009  
Location: Laurel, Maryland  
Interviewer: Senior Member Colleen McCormick, CAP

**M: SM McCormick**

**R: Maj Redman**

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*00:00*

**M:** Alright. This is Senior Member Colleen McCormick interviewing Major Elza Redman at the John Hopkins Applied Physics Laboratory uh December 17th 2009. Alright.

**R:** Okay.

**M:** If you would care to share with us some of your, your background...what...led you to CAP, and... things of that nature.

**R:** Okay what I'm gonna do is go all the way back to the beginning.

**M:** That, that works!

**R:** 1955. \*laughter\*

**M:** 1955.

**R:** 1955 I joined Civil Air Patrol, the...Laurel Squadron...

**M:** Mm-hm.

**R:** ...as a cadet. I was a cadet there for approximately two years. Sometime, well, towards the end of the... '57, when I went into the Air Force. Of course, they terminated my... CAP...membership at that time, when...the... current membership ran out. So, I spent...four and a half years in the Air Force. Got out of the Air Force, come back and said oh I'm going back and join the Civil Air Patrol. So years and years went by and I'm so busy at work that I really never had the opportunity to... get back in the Civil Air Patrol. So... one day my son Kevin said, "Dad, I want to go to the Civil Air Patrol meeting tonight." I says, "oh, how'd you hear about that?"

**M:** \*chuckle\*

**R:** He says, “Well one of the guys at school told me about it and I wanna go,” so okay, I’ll take you. This is in December of uh... eight—no, seventy nine. So, December ’79 I’m gonna take him to the meeting. Before I got out the door, my daughter Terri says, I wanna go too...

**M:** \*chuckle\*

**R:** ... so okay, we’ll both, we’ll all three go. So they went, they liked it, they joined up and uh... January, February timeframe and uh March comes by and I says well this is my opportunity to get back into Civil Air Patrol. Since I’m gonna be taking them every night and it’s something I want to do anyway. So I joined up in March of 1980. And uh, my... ambition at that time was getting them through the cadet program but my...,main...wish was to be in Emergency Services, that’s where I was gonna spend my time. So uh, things went on...and basically...I found out I was liking the cadet program...as much as I was emergency services. So I really never did break away from the cadet program and go strictly into Emergency Services. So it’s been a long stretch, uh, over the years...in Civil Air Patrol. Now I’m a third... tour, or term as you might wanna call it, as Squadron Commander, which totals, oh—in excess of 15 years of the 30 years I’ve been here this time. Been quite active in Emergency Services, ground—been a Ground Team Leader for 30 years now, and I almost became a Ground Team Leader immediately when I joined up since there was no Emergency Services leadership at our squadron and I had a little experience in... that field while I was in the Air Force as well as...growing up, say ...teenager and through my years before the Air Force [indistinct]

**M:** [indistinct] What kind of involvement was that...?

**R:** In? In the Air Force?

**M:** No, before.

**R:** Before? Well, I grew up in mountains of Virginia.

**M:** Okay.

**R:** So a outdoor life was a way of life and...I spent a good portion of my time in the woods and I knew the woods very well, I knew the trees, different type of trees, I knew terrains, uh, all that type of stuff so it pretty well fit in with Emergency Services ‘specially the search and rescue portion. And while I was in the Air Force I’d also spent some time uh on...rescue. Very little bit of time but some, and I was—I was familiar with search and rescue ‘cause I’d been on a couple of Air Force missions. And uh, basically that’s where I’m at today.

**M:** \*chuckle\*

**R:** I’m still here, I’m still in the squadron, same squadron, Howard Squadron, for 30 years now. I enjoy what I’m doing. I think it’s a very important to see these cadets uh, go through the uh this period of their life with the proper guidance and so forth, so that’s my goal, to get

them through the—this portion. And it seems to be working very well. We have great cadets, you know, never any problems out of them and uh, hopefully, we as senior members are doing our job to keep them in line and keep them on a straight path, path for, towards uh their careers.

05:00

**R (cont.):** Ah, I don't know what else I can tell you other than, ah...

**M:** Well what brought you to Civil Air Patrol, originally – was it kind of to be a segue into the Air Force? Or...

**R:** Well... actually originally when I was a cadet, back in high school uh, good close buddy of mine uh was in Civil Air Patrol and he introduced me to it. And our goal...was uh we get out of high school, we're both gonna join the Air Force. Well, I wanted to fly anyway. I wanted to fly jets. And that was a good idea. So we get out, the Air Force, and uh before the summer, well we get out in June, uh, maybe, not get out of the Air Force, but we got out of high school in June of 1957. Well, towards the end of uh the year, found out he joined the Marines. \*laughter\*

**M:** \*laughter\* Traitor!

**R:** Right. So I joined the Air Force in December of uh 1957. Unfortunately for him, he went to Vietnam and uh he was killed there – actually got the Medal of Honor. Which uh, now we have a Marine...training center here in Elkridge, named after him. But uh he was the one who introduced me to Civil Air Patrol. I loved it when I was in there as a cadet. It helped me on the way with the, through the Air Force. I'm trying to think of something else. \*chuckle\*

**M:** And, so you were flying planes in the Air Force?

**R:** Actually -

**M:** Or -

**R:** I flew a plane as a civilian pilot.

**M:** \*chuckle\*

**R:** My career when I went into the Air Force ah, I enlisted. I didn't, sign up as a pilot I actually enlisted as an enlisted person. After about two years of enlistment I signed up for the uh Aviation Cadet Program which was the flying side that time – I was accepted. They put me in a navigator training class, I wanted to be a pilot....and I said "no, I want to be a pilot, not a navigator." They says well, "we want you to be a navigator," and the first three months of um, of Aviation Cadet Program was the same for navigators and pilots and I says okay by the time...we get through the introduction, the 90 days, uh if you haven't changed me over

I'm gonna self-eliminate myself. They wouldn't change me over so I self-eliminated myself and went back the electronics field which I was in, which I was really hooked on, at the time I was fascinated with it. So ah, right now I have, over 50 years with the Defense Department. Employed by them as a civilian, as a contractor of course, as a, as a member of the Air Force. That's something I enjoy, I do it every day. Being seventy—turning seventy-two shortly, I'm still working at it because I enjoy going to work. Doing what I'm doing. Uh, as far as Civil Air Patrol, staying in Civil Air Patrol, I have no ambition to get out.

**M:** \*chuckle\*

**R:** I uh, want to stay here and keep doin' whatever I can do to keep the program going.

**M:** And how – how... how important to you is it that, so much of your family is, involved.

**R:** Well I wouldn't say it's so much so important that so many of my family is involved, it's just that fact that, uh, I'm glad there here, 'cause it shows that they have an interest in what we're doing. We do it as a family but, uh, just the fact that ah, y'know they're members of Civil Air Patrol. Not so much family members, but they are members of -

**M:** Mm-hm.

**R:** - Civil Air Patrol. They are all doin' well, uh. Matter of fact uh, some of them outrank me now. \*laughter\*

**M:** \*laughter\*

**R:** My children outrank me! \*laughter\* But that's exciting, I think uh one of the most exciting times I had was when I uh gave my first promotion to my granddaughter. Y'know to think that I had uh had the opportunity to... award a grandchild a rank as a cadet. And I think that was one of the most exciting times. 'Course I had one uh son, that went all the way through the program. He got his Spaatz Award. My daughter, she ah, went through the program but, she turned 21 just before she could get the Spaatz, so.

**M:** Oh...

**R:** That stopped that. She's done very well. She's back here now as the uh Deputy Commander for uh Cadets. And pretty well keeps me out of trouble. \*chuckle\*

**M:** \*chuckle\* Any particular memories you have of... interesting

10:00

**M (cont.):** Civil Air Patrol events, or... emergency...

**R:** Mmm... oh I don't, I don't think there's anything that really stands out, uh... ahead of anything else. There's a lot of memories there but I don't think any of them really sticks out. Done a lot of things, been a lotta search and rescue missions, done a lot of trainings,

uh, in the emergency services field. 'Course a lotta training under the uh cadet program and so forth. There's nothing really stands out...significant. It's just the whole program excites me.

**M:** \*chuckle\*

**R:** And really I think it's seeing a cadet – or a, child I guess you could say, come in at age 12 or 13. And watch them develop when they go through the ah, teenage years, up to a young adult and go walk into a career. And I think it's fascinating just to see the change in them at that time. Hopefully, we're providing the guidance that uh keeps them on the right track.

**M:** What kind of, changes do you tend to witness in a –in a cadet who goes all the way through the program?

**R:** Well...

**M:** [indistinct]

**R:** I guess it's the fact that come in as, especially around the age of 13 or so, they come in as, children, really, most of them. And, as as the years go by, you see them going from a child to an adult. And seeing the changes that they go through, through that period of time. To me it's fascinating. It's just as fascinating as watching a uh, basically a one year old... uh up to about four or five years old – they go through so many changes in, so fast. And to me it's fascinating.

**M:** And over the years that you've been here have, have – the young people been, different over the years, or?

**R:** They have... now it seems like – when we started back in the eighties -

**M:** Mm-hm.

**R:** - y'know, this was – uh a lot less populated area. And... the cadets were more of a... country type. They just spent a lot of time outside, uh, they didn't have the games and computers -

**M:** Mm-hm.

**R:** - and stuff that they have today so they were, they were outside, they were, seemed to be a lot more, motivated as a group. And basically the Civil Air Patrol cadets that I saw in our squadron, they were like family. I mean they spent many hours in my house, whole group of them, just hanging around, playing baseball with each other. That type of thing.

**M:** Outside of...? [indistinct]

**R:** Outside of Civil Air Patrol. And, and, when we turned out for Emergency Services uh activities, whether it be a mission or a training mission, the whole squadron turned out.

Every cadet was in Emergency Services. Not all the Senior Members were, but most of the Senior Members were pilots at that time so. So they turned out as...for Emergency Services. Today... they have so many more activities. Football at school... uh, baseball, school activities, uh – computer games that they play, um... everything else that you can think of, and they don't seem to hang together as much. You have a few of them that do, but they don't seem to, hang together as a group like they used to. There—because there are just, you know, so many more activities, other things for them to do. I think that's the biggest change I've seen in the Cadet Program.

**M:** So many other distractions and... things in life. \*chuckle\*

**R:** Yep, too many other things to do. Mm-hm.

**M:** \*chuckle\*

**R:** And, y'know, who knows what tomorrow bring. They, they might be uh, uh coming back to the ways of the eighties, y'know gettin' more interested in Emergency Services or, uh, they might go more into the computers, and... and less away from Emergency Services. We have a few here that uh are quite active in the Emergency Services side. Others are training, uh – some are not interested at all. Where like I said, back in the eighties, the whole squadron was Emergency Services team. I'd really like to see that again today, I think our Emergency Services has really dropped off—the training and so forth. Uh, [indistinct], there's a lot more for the pilots to do. A lot more missions and stuff for them to do but from the ground side of it, uh, ground teams and so forth, I just don't see the uh, training that we should be getting because, my opinion if the big bang ever comes, y'know something really bad happens, it's not gonna be the pilot in the air, it's gonna be the people on the ground

15:00

**R (cont.):** that's gonna make the difference. And uh, I'm not seeing that training there.

**M:** Is it, because that Civil Air Patrol has—has branched into so many other different, areas, or...?

**R:** I...

**M:** ...just, people's individual attitudes?

**R:** I think it's—I think a lot of it goes with attitude. To me you get the people at the wing level – ah, they're pilots, ah... they wanna fly. I see a lot of, activities 'course ah the Air Force is gettin' us a lot more missions in different areas. For the pilots, and so forth. And I think a lot of the money is goin' toward those activities and uh, there's not enough emphasis put on the uh ground search and rescue. That's strictly my opinion, but that's the way I feel about it.



**M:** And back in your, your earlier experience, it was almost entirely devoted to...

**R:** It was set—

**M:** ...that kind of training.

**R:** It was more... ground team training, we had pilots, pilots trained. Uh, there seemed to be a lot more, interface between the pilots and the ground teams then than I see now.

**M:** Mm-hm.

**R:** Y'know we have a mission now the pilots go off and do, er, a training mission they go off and do their thing ah, we go out and do our thing as a ground team and ah I don't really see the interaction.

**M:** It's very segregated.

**R:** Right. So I am concerned about the direction that the Emergency Services is goin' in. Not so much from the uh air side but uh, from the ground side. And I've been trying to get in the air for, thirty years.

**M:** Still working on that?

**R:** I'm still working on getting my Scanner. \*chuckle\*

**M:** \*chuckle\*

**R:** It's just a matter of getting the -

**M:** From what I've heard it's very difficult to actually...

**R:** Well, it's not difficult, it's just finding the time...

**M:** Finding the time.

**R:** Right.

**M:** \*chuckle\*

**R:** And, and being a Ground Team Leader, up until just recently I was the only Ground Team Leader so if the ground team went out -

**M:** In the squadron?

**R:** In the squadron—I had to be with them, as the leader. Now that we have three Ground Team Leaders that does free me up and give me a chance to, maybe get in my uh flights for Scanner. Hopefully that's a goal for the spring. Maybe even this winter. I have the uh, book work done, they uh... all the paperwork necessary, it's just getting those couple of flights in. Even though I've done many scanner missions. \*laughter\*

**M:** \*chuckle\*

**R:** Back in the eighties. Before we got so uh, tight on, uh the requirements.

**M:** Have the requirements changed a lot?

**R:** Ah-

**M:** Over the years?

**R:** Well I don't know if the -

**M:** More rigid or...?

**R:** I don't know if the requirements have changed, it's just the fact that uh, now they enforce 'em.

**M:** Mm-hm.

**R:** To get in the air you have to be a Scanner, on a mission. Where back in the eighties timeframe—uh, okay, you wanna go out and fly?

**M:** \*chuckle\*

**R:** In the back seat today? You're a member, that's good enough. And uh, that's the way we did it. And we, we've had some excellent pilots in the squadron. Our uh, pilots today here in the squadron are not real active, that's due to the fact that we don't really have the plane here.

**M:** Mm-hm.

**R:** Back in eighties, early nineties, we actually had a plane assigned to the squadron. We had ten or twelve pilots. Today I think we have uh, two that are trainees. Uh they have their—they have their uh license but they don't get a lot of time in the air. So that's a big difference in the squadron.

**M:** Do you have any idea how long, uh the squadron's been meeting at the Applied Physics Lab? 'Cause we've been trying to figure that out.

**R:** Yes, I -

**M:** \*chuckle\*

**R:** - got that answer ah... yesterday and I think it was, 2001, late 2001, or early 2002. We just that from ah... member here at the, Applied Physics Lab, who was also a cadet here at one time.

**M:** Ah-huh. \*chuckle\*

**R:** And before that we were over at the National Guard armory. Well, we were at the National Guard armory, we were—we were at the Howard County ah uh Fire and Rescue building for a while, uh, what order I don't remember.

**M:** Mm-hm.

**R:** \*chuckle\* But we've changed over the years, and this is really been the best place for us 'cause there's so much space uh, y'know all the facilities are provided at no cost, and uh, we have a good guard service here that -

**M:** \*chuckle\*

**R:** - takes care of us and. So I don't think you could ask for anything better. Okay. What else can we think of? That's about it.

**M:** I mean, any additional comments on, the squadron over the years, or...?

**R:** Mmm...

**M:** ...things of that nature...?

**R:** Well the only thing I can say -

**M:** \*chuckle\*

**R:** - over the years going back years ago

*20:00*

**R (cont.):** uh, as far as running the squadron there was very few, like I said we had a lot of pilots and they -

**M:** Mm-hm.

**R:** - spent their time flying and so forth. We had very few that actually ah participated in running the squadron. That has changed. Now we, I have a very good staff. And uh, basically, I don't, really don't have to do anything. \*chuckle\*

**M:** \*chuckle\*

**R:** They do the work, I sign the paperwork, and that's about it. Which is good. 'Cause, my 40-hour-a-week, -

**M:** Yeah.

**R:** - job, uh, plus never know when I'm going to work and when I'm coming back home. Makes things good.

**M:** And, when, when did you come to Howard Squadron, in particular?

**R:** I joined Howard Squadron in March of 1980. I been, been in this squadron ever since.

**M:** And, have you had, multiple leadership roles over the course of -

**R:** Ahm...

**M:** - your tenure, or?

**R:** Back in the early years I had multiple jobs-

**M:** \*chuckle\*

**R:** - 'cause we had so few um, Senior Members that were participating in the Cadet Program. As time went by and so forth we got more that were participated like, like I say, today, uh, basically I'm just a figurehead. They take care o' the paperwork, they take care of everything, and uh, I sign the paperwork.

**M:** \*chuckle\*

**R:** That's about it. Which -

**M:** Useful.

**R:** - is good. I say it's great being at the top.

**M:** \*chuckle\*

**R:** \*laughter\*

**M:** Don't wanna hurt that wrist too much. \*laughter\*

**R:** \*chuckle\* And again, like I said, it's, it's, it's been an excellent uh, 30 years, being in the Civil Air Patrol.

**M:** That's quite impressive.

**R:** I still enjoy it. Looking forward to coming every week. That I can get off work.

**M:** \*chuckle\*

**R:** I still work with airplanes on, on the job I'm on. You know, it's ... so I really haven't been out of the flying business, so uh, even though I don't fly with Civil Air Patrol I do get flying time [indistinct] and I get a lot of time on the aircraft, different types of aircraft. Oh it's the cadets coming back in, I didn't realize they were outside.

**M:** \*chuckle\* Is that just something you've been interested in forever, planes...

**R:** Flying -

**M:** Flying...

**R:** - yes, yes. Like I said, I went into the Air Force with the intentions of being a, fighter pilot. Uh, when I joined up, they didn't um... I didn't go directly into the flying program, I went in as a enlisted person and uh, they introduced me to the electronics field, which fascinated me 'cause I knew nothing about electronics. It's been a wonderful career too, it's been... going from knowing how to turn a radio on to, being in advanced technologies now, for the past 20 years or so, so. Couldn't get any better.

**M:** \*chuckle\*

**R:** Well we've covered the Air Force, we've covered CAP... uh. \*chuckle\* That's it!

**M:** Yeah, yeah, there's-

**R:** Yeah, -

**M:** - no -

**R:** yeah -

**M:** - pressure to keep talking.

**R:** - yeah. Yeah.

**M:** Alright.

**R:** So. Unless you have other questions, I guess I've ran out.

**M:** Not that I can think of.

**R:** I went past -

**M:** \*chuckle\*

**R:** - the three minutes I thought I would. \*chuckle\*

**M:** Definitely. Far past. Alright, thank you so much.

**R:** You're welcome. And, like I said, anything you wanna do with that I don't really care. 'cause, I mean, I signed the release and, what ever you want to do with it.

*23:33 (end)*



Headquarters  
Howard Composite Squadron  
Civil Air Patrol  
United States Air Force Auxiliary  
5936 Trotter Rd.  
Clarksville, MD 21029



Letter of Invitation

10 December 2009

Maj Elza Redman:

As part of the Civil Air Patrol's historical effort, an oral history program was instituted to acquire first hand audio recordings of information not available from conventional printed sources. The program has proven highly successful in that it preserves the reminiscences of those who witnessed many of the important events of our early history.

In 1982, the CAP began interviewing members who served on Active Duty during World War II. This was later expanded to cover other individuals who have significantly contributed to CAP's growth. Therefore, as a longstanding member of CAP and Commander of Howard Composite Squadron, we believe an extensive in-depth interview covering your life and CAP career would enrich and broaden the scope of our history.

While the interview will be biographical in format, it will emphasize your experiences. Normally, the interview takes one or two hours; if more time is required, arrangements can be made for additional sessions. The recording and resulting transcript will be retained in the CAP Historical Archives and made available to researchers. A copy of the interview transcript will be provided for your personal use.

As per our previous conversations, Assistant Historian SM Colleen McCormick would like to conduct the interview at our regular meeting on Thursday 17 December 2009.

Respectfully,

A handwritten signature in blue ink, appearing to read "Jacob Gerstein".

1st Lt Jacob Gerstein  
Historian  
Howard Composite Squadron



## ACCESS AGREEMENT

### KNOW ALL MEN BY THESE PRESENTS:

That I, Major Elza Redman, have this day participated in a digitally recorded oral interview covering my best recollections of events and experiences which may be of historical significance to the Civil Air Patrol.

I understand that the recording and the transcribed manuscript resulting therefrom will be accessioned into the Civil Air Patrol's Historical Holdings. In the best interest of the Civil Air Patrol, I do hereby voluntarily give, transfer, convey, and assign all right, title, and interest in the memoirs and remembrances contained in the aforementioned digital recording and manuscript to the Civil Air Patrol, to have and to hold the same forever, hereby relinquishing for myself, my executors, administrators, heirs, and assigns all ownership, right, title, and interest therein to the donee expressly on the condition of strict observance of the following restrictions:

No Restrictions

The interviewer has explained CAPP 5 (E) Attachment 23, a copy of which appears on the reverse of this document.

Elza K Redman

Major Elza Redman, DONOR

17 Dec 09 ER  
17 Nov 2009

DATE

ACCEPTED ON BEHALF OF THE CIVIL AIR PATROL BY:

Colleen McCormick

SM Colleen McCormick, INTERVIEWER

17-12-09  
DATE

**EXPLANATION TO INTERVIEWEE****STANDARD STATEMENT ORALLY PRESENTED TO INTERVIEWEES**

At the initial interview session, the interviewer informs the subject that:

- a. The interview will be transcribed within a minimum of six months of completion.
- b. A transcript copy will be sent to them for a cursory edit.
- c. Copies of the transcript, including their incorporated editorial changes, will be sent for personal retention.
- d. The original and one copy, plus tapes, will be accessioned into the Civil Air Patrol's Headquarters archives and other official CAP archives locations.

The interviewee is informed that the interview will be available to qualified interested researchers who are actively pursuing a study of Civil Air Patrol History. It is emphasized that the interview will not be disseminated indiscriminately and that any restrictions placed on it will be honored to the fullest extent possible.

At the end of the interview session, the interviewer presents the Tape and Transcript Access Agreement to the subject and discourages any attempts to over restrict access to the interview. In those instances where the subject makes caustic comments about currently living individuals, and the interviewee voices concern about the matter, it is recommended that he/she use the caveat "Permission to cite or quote must be received from donor."

The interviewee will also be asked to suggest names of prospects he recommends to be interviewed.

\_\_\_\_\_

\_\_\_\_\_

The interviewee has explained CAPP 5 (E) Attachment 23, a copy of which appears on the reverse of this document.

\_\_\_\_\_  
DATE \_\_\_\_\_  
Major Elva Robinson, DONOR

ACCEPTED ON BEHALF OF THE CIVIL AIR PATROL BY:

\_\_\_\_\_  
DATE \_\_\_\_\_  
SM Colleen McMahon, INTERVIEWER





HEADQUARTERS  
HOWARD COMPOSITE SQUADRON  
CIVIL AIR PATROL  
UNITED STATES AIR FORCE AUXILIARY  
5936 Trotter Road • Clarksville, MD 21029



Transmittal Letter

19 May 2010

Maj Elza Redman:

Enclosed for your review is a transcript of the oral history interview conducted with you on 17 December 2009. We are pleased with the results and feel it will be a valuable addition to our historical collection after it is finalized. We hope that you will also be pleased with it.

In reviewing the transcript of the interview, you will find that it may not read as well as the usual written effort. This is the result of putting the spoken word to paper. While this technique is not as disciplined as thoughts transferred to the printed word, the spontaneity of the transcribed word lends flavor and intimacy – one of the values of oral history. Consequently, we refrain from heavy editing that would bring the transcript into more accord with the normally written product.

Kindly use a color other than black when making any corrections or changes. You may find that we were unable to determine a date, the name of a location, or perhaps other words. Your help in this area will also be greatly appreciated.

Please return the transcript as soon as you have finished reviewing it. We will incorporate whatever changes or corrections you wish. Additionally, a summary will be added. Once that is done, a personal copy (or copies, if you would like more than one) will be given to you.

Respectfully,

*Colleen McCormick*

2d Lt Colleen McCormick  
Assistant Historian  
Howard Composite Squadron





HEADQUARTERS  
HOWARD COMPOSITE SQUADRON  
CIVIL AIR PATROL  
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Final Transmittal Letter

25 August 2010

Maj Elza Redman:

Enclosed is one printed copy of your oral history transcript for your personal retention. It includes a CD that has digital copies of all of the material. Should you have need for a reasonable number of additional printed copies, please do not hesitate to request them.

We sincerely appreciate your contribution to the CAP Oral History Program. Thank you for sharing your interesting story!

Respectfully,

A handwritten signature in cursive script, reading 'Colleen McCormick'.

2d Lt Colleen McCormick  
Historian  
Howard Composite Squadron

A handwritten signature in cursive script, reading 'Jacob Gerstein'.

Capt Jacob Gerstein  
Assistant Historian  
Howard Composite Squadron

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